

Alternative 3 - Modified Single Point Interchange with Eastbound to North-bound Flyover Ramp



Computer Rendering of Alternative 3 (concept only).

- ◆ This design would incorporate the existing westbound I-90 off-ramp structure
- ◆ Create two new overcrossings of I-90; eastbound off-ramp would avoid existing neighborhood
- ◆ Existing East Sunset Way would end in a cul-de-sac with access to the interchange provided by a new roadway south of the existing neighborhood
- ◆ May impact existing homes in vicinity of Sunset Way Flyover would bypass anticipated congested northern intersection
- ◆ Flyover would be difficult to construct due to close proximity to East Issaquah Creek
- ◆ Estimated cost: \$27.0 million with an additional cost of \$9.0 to add the flyover ramp
- ◆ Total cost: \$36.9 million

Computer Renderings by Parsons, Brinckerhoff, Quade & Douglas, Inc.



Sammamish Plateau Access Roads and I-90/Sunset Interchange Modification

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North SPAR Alternatives Summary

Alternative 1

This alignment would connect with Issaquah-Pine Lake Road from the proposed South SPAR along a more westerly alignment than Alternative 2. Vaughn Hill Road would be realigned to improve the existing reverse curves. This alternative has two options: An at-grade intersection with SE Black Nugget Road and a grade separated intersection (overpass) with SE Black Nugget Road.

Alternative 1 would:

- ◆ Displace approximately 10-12 homes
- ◆ Have less wetland impacts than Alternative 2.
- ◆ Cost approximately \$15.2 million for at-grade option, and approximately \$22.4 million for grade separated option. (i.e. bridge over Black Nugget Road)

Alternative 2

This alignment would connect with Issaquah-Pine Lake Road from the proposed South SPAR along a more direct alignment than Alternative 1. Vaughn Hill Road would be realigned to improve the existing reverse curves. This alternative also has two options: An at-grade intersection with SE Black Nugget Road and a grade separated intersection (overpass) with SE Black Nugget Road.

Alternative 2 would:

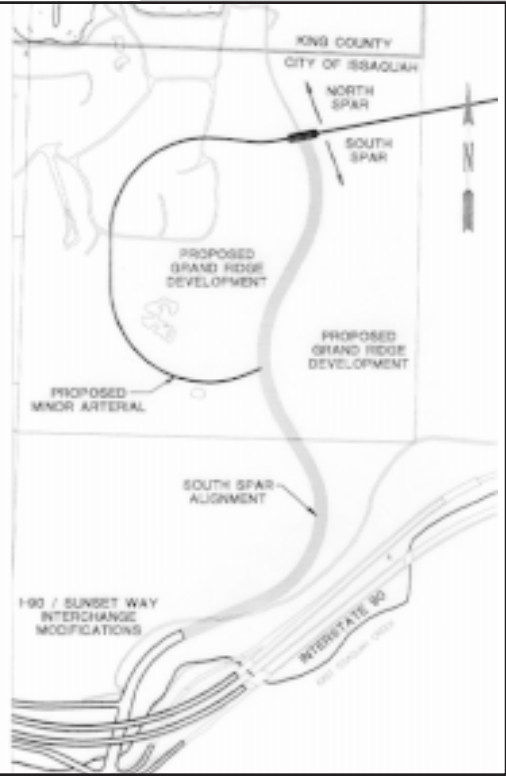
- ◆ Displace approximately 6-8 homes
- ◆ Have more wetland impacts than Alternative 1.
- ◆ Cost approximately \$18.0 million for at-grade option, and approximately \$19.9 million for grade separated option.

South SPAR SUMMARY

After reviewing the feasibility of four "build" alternatives, it was determined that there was really only one South SPAR "build" alternative appropriate to be carried forward into the Draft Environmental Impact Statement. Topographic constraints eliminated the feasibility of the other three "build" alternatives. Of course, the "no-build" alternative will also be considered in the EIS. The alignment selected for study would ascend the plateau by climbing the existing hillside in a north-easterly direction. This would minimize steep slope impacts and provide a roadway grade of less than nine percent.



North SPAR Alignment Alternatives 1 & 2



Recommended South SPAR Alignment

Sunset Interchange Alternatives Summary

The following alternatives are those selected to undergo detailed analysis



I-90 Sunset Interchange Area (looking east) - Existing Condition

Alternative 1 - Modified Diamond Alternative with Northbound SPAR to Westbound I-90 Flyover Ramp

- ◆ This design would incorporate the existing westbound I-90 off-ramp structure
- ◆ Existing East Sunset Way would end in a cul-de-sac with access to the interchange provided by a new roadway south of the existing neighborhood
- ◆ The new eastbound off-ramp would border the existing neighborhood and cross over East Issaquah Creek
- ◆ Flyover would bypass anticipated congested I-90 ramp intersections
- ◆ Flyover would be constructed as a future phase



Computer rendering of Alternative 1 (concept only)

- ◆ Area terrain lends itself to easier construction of flyover option 1 than flyover option 2
- ◆ Flyover ramp would include ramp meter and an HOV bypass lane
- ◆ Estimated cost: \$23.4 million with an additional estimated cost of \$6.5 million to add the flyover ramp
- ◆ Total estimated cost: \$29.9 million

Alternative 2 - Modified Diamond Alternative with Eastbound I-90 to Northbound SPAR Flyover Ramp

- ◆ This design would incorporate the existing westbound I-90 off-ramp structure
- ◆ Existing East Sunset Way would end in a cul-de-sac with access to the interchange provided by a new roadway south of the existing Sunset Way alignment
- ◆ The new eastbound off-ramp would border existing neighborhood and crossover East Issaquah Creek



Computer Rendering of Alternative 2 (concept only).

- ◆ Flyover would bypass anticipated congested I-90 ramp intersections
- ◆ Flyover would be constructed as a future phase
- ◆ Flyover would be more difficult to construct than flyover Alternative 1 due to close proximity to East Issaquah Creek
- ◆ Estimated cost: \$23.4 million with an additional estimated cost of \$10.1 million to add the flyover ramp
- ◆ Total estimated cost: \$33.5 million